



**FEDERAL AVIATION ADMINISTRATION  
HEADQUARTERS WASHINGTON, DC**



## **NATIONAL SECURITY FLIGHT ADVISORY**

### **Washington, DC Flight Restricted Zone (DC FRZ)**

This advisory will serve as notice of publication of new restrictions for the DC FRZ NOTAM, on June 19, 2006, by the FAA. This NOTAM has been approved by the FAA, Department of Homeland Security and the Transportation Security Administration. This NOTAM is part of the airspace security measures established to protect the President of the United States and Washington, DC. This NOTAM replaces previously issued FDC NOTAM 6/2545, and is pursuant to 14 CFR Sections 99.7, Special Security Instructions and 91.139, Emergency Air Traffic Rules. The following restrictions will apply:

**PART 91, 101, 103, 105, 125, 133, 137:** All aircraft flight operations are prohibited from the surface up to but not including FL180 within an area bounded by a line beginning at the Washington /DCA/ VOR/DME 300 degree radial at 15 nm 385655N/0772008W, thence clockwise along the DCA 15 NM arc to the DCA 022 degree radial at 15 NM 390611n/0765751w, thence southeast via a line drawn to the DCA 049 degree radial at 14 NM 390218n/0765038w, thence south via a line drawn to the DCA 064 degree radial at 13 NM 385901n/0764832w, thence clockwise along the DCA 13 NM arc to the DCA 282 degree radial at 13 NM 385214N/0771848W, thence north via a line drawn to the point of beginning, excluding the airspace within a 1 NM radius of Freeway Airport /W00/ Mitchellville, MD, from the surface up to but not including FL180. The DC FRZ is within and part of the Washington, D.C. metropolitan ADIZ, except as specified below:

1. DOD with prior FAA-approval.
2. Aeromedical with prior FAA-approval.
3. Law Enforcement with prior FAA-approval.
4. Other federal agencies with prior FAA-approval.
5. Foreign operated military and state aircraft with a state department authorized diplomatic clearance and state department notification to the Transportation Security Administration (TSA) and Federal Aviation Administration (FAA) prior to flight operations.

6. Federal, state and local government agency aircraft and part 121 and 129 air carrier flights, operating with DOD permission and notification to the FAA and TSA, may land and depart Andrews AFB, MD.
7. Aircraft operating under the DC Access Standard Security Program (DAASP) with a TSA flight authorization.
8. Air carrier flights with TSA-approved standard security programs/procedures and specific authorization from the Department of Transportation may land and depart Washington Reagan National Airport (KDCA).

**Maryland 3 Restrictions:** Operating to or from the Maryland 3:

1. The Maryland 3 refers to the following airports: the College Park Airport (CGS), Potomac Airfield (VKX) and Washington Executive/ Hyde Field (W32).
2. Pre-take off requirements to or from the Maryland 3:
  - A. Pilots must call Leesburg AFSS, telephone 866-225-7410, and identify themselves using the confidential pilot identification code assigned to them.
  - B. Leesburg AFSS will accept an IFR or ADIZ flight plan only after verifying the confidential pilot identification code.
  - C. IFR cancellation in the air may be accepted by ATC, however, pilots must remain on the ATC issued transponder code until on the ground.

3. Operating requirements to or from the Maryland 3:

All persons operating an aircraft to or from the Maryland 3 must follow operating requirements and all other requirements as specified by the TSA and meet or exceed the provisions of 49 CFR Part 1562.3:

- A. File a flight plan for each leg of flight with the Leesburg automated flight service station (AFSS), telephone 866-225-7410. FAA-approved DOD, Law Enforcement, and Aeromedical flight operations are exempt from this requirement.
- B. Pilots may not file a flight plan from the air.
- C. Obtain an ATC authorization with discrete transponder code from Potomac Approach.
- D. Maintain two-way radio communication with ATC while operating within the DC ADIZ/FRZ.

E. Be equipped with an operational mode C transponder and continuously squawk an ATC issued transponder code.

**Air traffic procedures in the DC FRZ:** No pilot may operate an aircraft departing from College Park Airport (CGS), Potomac Airfield (VKX) and Washington Executive/ Hyde Field (W32) unless the following requirements are met:

1. Egress procedures:

A. Obtain an ATC authorization from Potomac Approach, telephone 866-599-3874.

B. IFR departing Washington Executive/Hyde Field and Potomac Airport: ATC will provide eastbound or southbound departure instructions to outside the DC FRZ. Aircraft must fly as assigned by ATC.

C. IFR departing College Park Airport: ATC will provide eastbound or northbound departure instructions to outside the DC FRZ. Aircraft must fly as assigned by ATC.

D. VFR aircraft must fly as assigned by ATC until clear of the DC FRZ and/or the Class B airspace and expect departure instructions away from the DC FRZ.

2. Arrival procedures:

A. Comply with standard DC ADIZ operating requirements.

B. VFR approach to College Park airport: pilots can expect routing via the vicinity of Freeway airport.

C. VFR approach to Potomac airport and Washington Executive/Hyde Field: pilots can expect routing via the vicinity of Maryland Airport or Nottingham VORTAC.

**Transponder failure:** any person operating an aircraft within the DC ADIZ/FRZ who becomes aware of an inability to comply with the requirement to continuously squawk the ATC assigned transponder code must immediately request control instructions and comply with all instructions from ATC. If unable to contact ATC, pilots must exit the DC ADIZ/FRZ by the most direct route. These procedures do not authorize penetration of restricted areas.

**Investigative procedures:** pilots who do not adhere to the above procedures may be intercepted, detained and interviewed by federal law enforcement/security personnel and/or DOD, additional sanctions are possible.

**ADIZ flight plan:** is defined as a flight plan filed for the sole purpose of complying with the requirements for VFR operation into or out of the DC ADIZ/FRZ. The DC ADIZ

flight plan is separate and distinct from a standard VFR flight plan. There is no search and rescue associated with DC ADIZ flight plans.

**Resources:** direct any questions on the DC ADIZ/FRZ to the Federal Aviation Administration representative at the National Capital Regional Coordination Center (NCRCC), telephone 703-563-3221. Get more information about waiver applications from the FAA website at <http://waiver.tfr.faa.gov>, or call the National Capital Regional Coordination Center (NCRCC), telephone 703-563-3221, Leesburg automated flight service station (AFSS), telephone 866-225-7410. Information about TSA security authorization and waivers can be found at <http://www.tsa.gov/public/display?theme=260> (case sensitive – use lower case only)

Check the FAA website: [www.faa.gov](http://www.faa.gov) for updates on this NOTAM.